





At a Court Martial concluded on board H.M.S. *Victor Emmanuel* to-day H. Monkhouse, a petty officer in the Royal Navy, and coxswain of one of the Naval yard steam launches, was found guilty of conveying certain chain from the Naval stores at Kowloon, upon the steam launch of which he was in charge, knowing the chain to have been stolen. The prisoner was sentenced to nine months' imprisonment with hard labour. Mr Mackean appeared on behalf of Monkhouse.

The Hongkong, Canton and Macao Steamboat Co's steamer *Honam* met with a slight accident in coming down the Canton river on Saturday last. While passing the old Dutch Ferry one of her paddles struck against the bank, breaking some of the spokes of the wheel and bending two of the floats. The injury done was not very serious, and we hear that the vessel will be able to resume her place upon the berth by Wednesday next.

We learn from Chinese sources that a telegram was received by the mandarins at Canton from Lungchow to the effect that during the recent defeat sustained by the Chinese forces at Langson the Generals So Un Chun and So Un Suei were both wounded and at once retreated to the interior. The soldiers under the command of Colonel Wong Han Ki were considerably cut up. The 7 camps, under the command of Pun Ting Shan, all dispersed, not a single man remaining.

The following is the Order of the Day for the next meeting of the Legislative Council, to be held on Wednesday, the 4th inst.—

1. The Attorney General to move that the Council go into Committee on a Bill entitled: "The Bills of Exchange Ordinance, 1885."

2. The Attorney General to move the adoption of a Bill entitled: "The Married Women's Disposition Ordinance, 1885."

Footnote: One of the Chinese Group, reported to have been occupied by French men-of-war.

The *Rangoon Gazette* learns from Blamie that the Kachyons have burned the British Residency to prevent the Burmese from occupying it and converting it into a stronghold.

The British s.s. *Waverley*, Capt. Danielson, one of the most successful of the Chinese blockade-runners, arrived at Nagasaki from Ningpo on the 18th ultimo, and after taking in a full cargo of coal she left again for an unknown destination on the 20th.

The *Courier* learns by private advice from Nagasaki, that the Japanese Government is sending a special embassy to Peking to consider the Korean imbroglio and intends to demand the dismissal of the Chinese troops from Seoul.

The Shanghai Courier hears that the Dunlop-Landis of £2,000,000 has fallen through. The *Courier's* informant does not mention what is the difficulty that has prevented the completion of the contract; probably there has been some uncertainty about the security.

We hear, says the *N.-C. Daily News*, that there is to be a railway from San Chien Tin to the Hsueh-ho, opposite the yellow tide works, to the northwest angle of Peking. It is known that Prince Chien has some coal mines near San Chien Tin. When the railway is completed the price of coal will drop to less than half of what it now is.

The uncertainty as to whether, after the notification of the French Minister at Shanghai, rice should be recognised as contraband cargo, appears already to have caused considerable inconvenience to some of the foreign shippers at Shanghai.

The *Shanghai Courier* of the 24th February says:—The Indo-China Company's steamer *Suway* was to have left this morning for Swatow, and the same Company's steamer *Taku* was also to have left to-day for Foochow. Both these vessels had rice among their cargo, and their departure was postponed till the contraband articles could be discharged, and rice was being unshipped this afternoon. The departure of Messrs. Simonsen & Co's steamer *Amoy* has also been postponed for a similar reason.

### Cochin China.

The *Saigonian* of the 22nd Feb. states that the hands of pirates which were defeated at Kompong Tuk, Frey-veng, and Mep-doe, by the united columns under Lieut. Deslouches, have been seen at Sre-Neoc and afterwards at Bathan. The Annamite authorities have also announced the arrival of a number of Cambodian refugees in the neighbourhood of the post of Tran-bang. In order to stay this incursion and to drive north the rebels who were driven from Mep-doe, Captain Silvan left Tay Ninh for Bepnoum, where he arrived on the morning of the 18th. At the same time Lieut. Feigry, commanding the *Sagale*, ascended the Yalou as far as Kéas without encountering any opposition.

In the districts of Saigon and Thududot numerous arrests have been made, and most of the assassins of Phu-Ca are already in the hands of the authorities.

At Gocong, on the borders of the Mytho district, some pirates were seen on Sunday last. Three detachments of twenty men each, under the orders of the Phu-duo, a sergeant of the marine infantry, and of the secretaries of the *arrondissement*, respectively, started in pursuit of the rebels. During the night of the 15th Sergeant Rochet quitted Vinh-tel with his detachment, contrary to instructions he had received, and proceeded to Vinh-tel, where he was surprised and assassinated by a hundred men armed with clubs. The

travellers, who were unable to defend him, pursued the pirates to the village of Vinh-tel and returned the next day to Gocong with ten prisoners and two heads.

### HONGKONG AND SHANGHAI BANK.

To the Editor of the "China Mail."

Sir,—I was very much gratified indeed to hear the very full explanation of the Bank's position given by the Chairman at our meeting on Saturday, but more so to see it in print as reported by you on that evening, as, owing to the "echo" in the hall I could not hear all that was said. My more particular object however in sending you this letter, and which I hope you will kindly give a place in your columns, is to ask, and, if possible get a reply, why it is that the Chairman said was not published in the Report? I can see no possible objection to that having been done, in fact I think it very necessary, in the Chairman's speech we have to read, there who do not get the Hongkong newspapers and consequently never know anything of what takes place at these meetings.

In the present unsettled state of affairs between France and China and the consequent depression of trade the explanation of the Chairman was most opportune and I think called for; but what I would like to see, and what I also think the shareholders are quite entitled to, is that a similar explanation of the Bank's position should be given with each Report. It need not necessarily be a long-winded affair, but we certainly ought to get more information than is contained in the usual stereotyped phraseology used for some years past and which would have puzzled the old friend of your youth—Lindley Murray—to comprehend any further.

I would now suggest to the Chairman and Directors that they should print the Report of our meeting on Saturday, as it appeared in your columns, and send a copy to each shareholder. This, as I have already said, is nothing more than what we are entitled to, and I am certain it would be hailed with pleasure by very many at home. Apologizing for the length of this letter and enclosing my card, I am, yours truly,

A SHAREHOLDER.

### The Loss of the "Castello."

A Marine Court of Inquiry was opened this forenoon at the Harbour Office to enquire into the circumstances attending the loss of the British steamer *Castello* (Official No. 77,042), of London, of which John Edwin Chandler was the master. The Court was composed as follows:—Captain Thomsett, Harbour Master (President); Staff Commander A. J. W. Neville, of H.M.S. *Adonis*; Captain John Metcalf, of the *Indra*; and Captain Matthew Young, master of the British steamer *D. Angles*.

Captain J. D. Pittman, of the *Nemou*, had been summoned, but he was unable to attend through sickness, and Captain Metcalf, who was to have acted as assessor, was also unable to attend, having arrived in time.

Mr. Wilson, from the office of Messrs. Watson and Duncan, appeared to watch the case on behalf of Captain Chandler. The President opened the proceedings by informing Mr. Wilson that it was his duty to enquire into the circumstances attending the loss of the *Castello*, and also explaining the cause of their absence. The ordinance required that the Court should be composed of not less than three members, besides the President, or not more than five. If Mr. Wilson had no objection they might proceed with those present—there being full Court; if he objected to this, however, they could adjourn until to-morrow, when the *Tekener* would be in.

Mr. Wilson said he had no objections to the enquiry being proceeded with, and Captain Thomsett read the application for an enquiry sent in by Captain Chandler and the warrant of the Governor authorising the Court to sit, and then called Captain Chandler.

John Edwin Chandler, sworn, said:—I am a master of a vessel, and have been in actual command four years and a half. I joined the *Castello* as master in 1883; I was formerly in her as mate. During the time I was master of the *Castello* she traded in the North Atlantic and China Seas. I was formerly in command of a Japanese steamer, which traded on the Coast. I left Nagasaki, on the 12th of last month, with a cargo of coal. The registered tonnage of the *Castello* is 1,453. There were 2,600 tons of coal on board when she left Nagasaki, and she was drawing 23 feet 4 inches and 22 feet one inch forward. We had very rough weather coming down, a strong wind with drizzling rain and high sea. At 4.50 p.m. on the 16th ult. we passed Pedro Blanco on the starboard side, about one mile off. The weather was then fine, moderate breeze and hazy. We had all sail set up till that time, when we took in all. We sighted Cape D'Aguiar at 5 p.m.; the light bore N. by E. We had gone at that time 20 miles. We were going half speed at that time.

Asked to show the "log book," witness produced the scrap, or deck, book, and then said:—"The speed is not shown here. The speed is not put down in this book. The official log was lost."

The President:—Why was it not saved? Witness:—I don't know. It was put in a sampan, along with the charts, and these and the log book were lost. At 8 p.m. the engines were slowed down, and shortly afterwards, I sighted Cape Collinson through the *Fa-ti Mun* Pass; we were then bearing W. by N. magnetic. I was standing on the Bridge taking the bearings, and telling them to the third officer. The next time I sighted the Light, it was bearing N. W. by W. The time was not taken.

He then says: after seeing the Light bearing N. W. by W. I went on this course until the Light bore N. N. W. by N., then I thought I was clear of all the dangers, and sailed the steamer up N. W. by N., nearer the Light. There was a half a point deviation on that coast. You mean to say you were steering for the Light?—Yes. Where were you yourself standing at that time?—On the lower bridge. Who was then the third officer?—The third officer, who holds a first mate's certificate. Were you near the compass?—The compass was on the upper bridge; I was on the lower bridge. You went on steering for the Light? Well,

what happened?—I thought I was too near the Tathong Point, and then ordered the third officer to starboard the helm and keep Collinson Light more on the starboard bow. I had no sooner given the order and called the mate on the bridge to consult about anchoring, than the ship struck on Flat Island. The night was clear but dark; there was a man on the look out. We could not see the stars, but it was very good light for seeing land, especially on the water; objects were very clear. The ship was going from four to five knots.

What did you do when she struck?—Ordered the engines to be kept going slow ahead.

Did you find any water in the compartments?—Yes, the water was level with the water outside in the fore collision bulkheads. I sounded, and found seven fathoms abreast the bridge, and eight fathoms under the stern. I hoisted the lights "not under control," and sent up rockets and burned blue lights, and blew the whistle.

About what time did she strike?—By our time, about 11.30 on the 16th, but not having the sun since we left Japan our time might not be correct. I kept the engines going at 3.30. I sent away a boat for assistance. Shortly after a man-of-war came past, and I sent a boat alongside her, in charge of an officer, and the Captain came on board, and we consulted as to the best means of lighting the men's effects and the injured man, John Han.

How was he injured?—He fell off the bridge on to the main deck; probably on account of the shock. When did you see the ship last?—Not since the *Swift* left.

Captain Young said on Saturday her main deck was under water. Captain Chandler:—I have been told that there is sixteen feet of her mizen mast out of the water.

Where was the chief mate at 8 o'clock?—He went off duty at that time, and I sent one of the men to call him at 11 o'clock, and I first saw him about five minutes before the ship struck. He went forward to the anchor in Junk Bay.

If you sent for him at 11 o'clock, why did you not see him within a few minutes of that time?—About 20 minutes past eleven I heard his voice from the main deck, and I went up to see him. He was not far from the ship, but I could not see him. I went up to see him, and I told him to get his things ready, and while I was speaking to him the ship struck.

Commander Neville:—When you saw the ship, did you take cross bearings?—Yes, and put them on the chart, but that chart is lost.

Did you see Tathong Point?—Yes, that was the time I thought I was too near, but the steamer did not answer her helm quick enough. It was not put hard over. After the ship was struck, I found there was a very strong current running out. Only found out the current after we went on shore.

Had you any leads in use at the time?—No, because I could see the lights and had good bearings. After you struck, why did you keep her engines going ahead?—Because I thought she would slip off the rock into deep water; and as it was very dark, I thought I would keep her on the rock until the boats were put out, and then close her.

She had only her collision compartment full of water at that time. She would not have gone down with only that wrong?—Yes, but next day this way, and the fore-hold was filled, and then the main hold filled, and she went down.

The President:—How was the current setting?—It swung her stern round to the Southward. The President:—But that must have been the tide. Was there any swell on the time?—No, quite flat, no swell. There was a swell. There was generally a swell badly?—I have always found her steer badly when she was in current.

That is a different thing. Of course the ship would be affected by currents, but did it usually steer well?—Yes. By Captain Young:—I thought, I was close to Tathong Point, but I did not think I was so close as to require to order the helm hard-a-starboard.

By the President:—When I thought Tathong Point was near, it was not on the starboard bow, it was within 1 to 2 cables' length off. I was quite close to it before I noticed it. It was then I ordered the helm to be starboarded.

Did she answer her helm?—I cannot answer that question. She was very sluggish in answering the helm, and I ordered the man steering to give her more wheel, and shortly after that she struck. When you saw Tathong Point from 1 to 2 cables' length off, did it strike you that you were out of your reckoning?—No. It did not seem to me at that time that she was so near. The land on the other side seemed near. I only gave the order "starboard."

George Wharton, sworn, said:—I was chief officer of the *Castello*, which I joined in February, 1884. I hold a master's certificate of competency. On the 16th of last month, my watch was below from 8 to 12. About half past nine I went to bed. I was called about ten minutes past eleven. I went on deck, and went forward on the deck to see if the men were getting the anchors ready. The third mate told me the Captain was going to anchor the ship. I saw the Captain on the bridge. About five minutes from the time he gave the order, I asked him if I would lower the anchor to the hawsepipe. I came aft and spoke to the Captain on my own accord. The Captain did not know I was on deck until then. I could not see any light ahead because I did not go on to the fore-castle. I stood in front of the Bridge, which is six feet high from the deck. When I spoke to the Captain, who told me to hold on to the anchors until he saw the chart. I then went on to the Bridge, and we went into the chart-room together to see the chart. He had scarcely time to tell me before the ship struck. He was to anchor somewhere in Junk Bay.

Do you know how the helm was then?—No, I heard the Captain, just before he went into the chart-room give the order "Starboard," and bring the light a little more on the starboard bow. Did the Captain say anything about the land?—No. I saw no breakers. I saw land on both sides, but as I was in a hurry to get forward, I took no particular notice. You have been a good long time in that ship, how did she answer her helm?—Generally she steered very well. When she was low down to her marks, she steered a kind of sluggishly. Did you see Cape Collinson Light?—Yes, when we went on the Bridge?—No. I saw it from the starboard. Did it strike you that the land was unusually close on the starboard side?—No. What kind of a night was it?—It was very dark indeed, but you could see lights a long way.

In answer to the President, Captain

Chandler said the second mate was in bed when the accident occurred.

James Hunter, sworn, said:—I was third mate of the *Castello*. I have a certificate. I was three months in the *Castello*, and joined her in London. On the 16th of last month, I was on watch from 8 to 10. The Captain always kept watch with me. At eight o'clock, I saw Cape D'Aguiar bearing W. by S. When I came on deck the course was altered to N. W. by N. The first time we saw Cape Collinson Light it bore "starboard" W. by N. We lost sight of Collinson Light for a time, and when we next saw it bore N. W. by W. We had altered the course a little to keep Cape D'Aguiar W. by S. I took the bearings, and the Captain was stationed at the compass, and gave them to the Captain as he asked for them. The course was altered gradually until Cape Collinson bore N. N. W. by W. When we steered N. W. by N., and the Light was on our port bow. The ship was going four knots. The land on the starboard side was close. When Collinson bore N. N. W. by W., the Captain gave the order: "Starboard, keep the light ahead," and shortly after he gave the order: "Keep the Light a little on the starboard bow." The ship was sluggish in answering her helm.

Did you ever see Collinson Light on the starboard bow?—Yes; immediately before she struck; I saw it a point on the starboard bow.

How soon after the Captain gave the order to starboard, did she strike?—Almost immediately after she struck.

Was the lead used?—The lead was there ready, but it was not used. Commander Neville:—At eleven o'clock did you give the Captain the cross bearings of Cape Collinson and D'Aguiar?—Yes. Cape Collinson bore N. W. by W., and Cape D'Aguiar W. by S. After I gave the Captain these bearings, he went into the chart room, but I cannot say whether he marked these on the chart or not.

After the Captain got the cross bearings did he give any orders as to steering?—He did not alter the course. He gave no fresh instructions, and the ship was kept on the same course, which was N. W. by N., and was not altered until the ship was close on Tathong Point.

By Captain Metcalf:—I had a good view of the land all round, and it did not occur to me that the land was too close on the starboard side. After the order was given to starboard, did you notice how much her head came round?—I told the Captain that she began to swing further than the ship's compass bore. How did Collinson Light bear?—Right ahead. The ship's head did not come round at all hardly.

By Captain Young:—When the ship was being steered N. W. by N., the light was on the starboard bow. Did you think I may have said that the light was on the port bow?—Previously said the light was on the port bow.

Re-examined on the point by the President, witness said he should have said the starboard bow. Robert Darby, sworn, said he was an able seaman on board the *Castello*. He had been four years at sea, and three months in the *Castello*. On the 16th ult., he went on the look out at ten o'clock. He could not see very clearly. It was dark, and he could not see further than the ship's compass bore him. He could see the land on both sides. He saw two lights. He first saw one light right ahead, and some time after, he saw a second light on the starboard bow. The ship was steering for the light right ahead. He could not say whether the ship's compass bore him to starboard or to port; the land was close on both sides; the ship seemed to be right in the middle of the land. Just before the ship struck, he saw breakers, and he sang out "land ahead," and the third mate answered him. As soon as he sang out, the ship was on the rocks.

August Burke, sworn, said he was acting quartermaster on board the *Castello*. He had been at sea since 1864. On the 16th, he was on watch from 8 to 12 o'clock. He went to the wheel at 10 o'clock. He could not see the land on both sides, from the compass. When he went to the wheel he steered the ship W. S. W., nothing to the southward. He saw a light right ahead then. He only saw one light until he received orders from the third mate to put the helm to port, and he kept the light ahead. He did not know the course then; he was only acting quarter-master, and did not look at the compass. After a while, he got orders to keep the light a little on the starboard bow. He moved the helm from time to time to keep the light right ahead. He did not know the course to keep her to starboard. She did not answer her helm well, and he told the Captain so. After the course was altered he could only see the land on the starboard side.

Commander Neville:—How much did you put the helm to starboard at the last moment?—I gave her six or seven spokes, as much as I could give her; she was hard over to starboard all the time. I was afraid I would break the chain.

How many turns of the wheel did it take to put the helm hard over?—Five or six turns. The Court was then cleared, and after a few minutes' deliberation, it was re-opened and Captain Thomsett said:—The Court is now prepared to hear any defence or statement the Captain may have to make in connection with the loss of this ship. Mr. Wilson said the Captain had proposed a statement, which he read. The following is the statement:—

"At 4.50 p.m. on the afternoon of the 16th ultimo Pedro Blanco bore N. by W., distant one mile, and the patent light bore N. by W., distant one mile. I then altered the course to W. by S. Continuing this course I sighted Cape D'Aguiar Light ahead at 8 p.m. I then altered the course to W. S. W., steering various, keeping Cape D'Aguiar light ahead. At 8.30, and the light ahead showed 71 miles. Reduced engines to half speed. Shortly afterwards I observed Cape Collinson Light bearing W. by N. Northerly. Proceeding on the same course, keeping D'Aguiar Light on the line of bearing W. by S. I lost sight of Cape Collinson Light, and opened it at N. W. by S. bearing. I kept straight for D'Aguiar Light, about ten to fifteen minutes. Cape Collinson then bearing N. N. W. by W. I assumed I was clear of all danger, and ordered a N. W. by N. course to be steered. In passing Tathong Point, thinking I was too close, I ordered a more westerly course to be steered. Shortly after she struck. The night, though clear, was dark, and no one on board saw that 'land,' although a strict look-out was kept. The time about 4 to 5 knots. I was in the chart room with the chief mate at the time of striking, consulting about anchorage. The third officer was on the upper bridge, and the look-out man was on the fore-castle head at the time."

After feeling the shock, I ordered the compartments to be sounded, and kept the engines moving easy ahead, the boats were to be got ready in case of emergency.

When the carpenter made his report I had the vessel sounded outside and found 7 fathoms at the bridge and 8 fathoms at the stern. I kept pumps going, and sent a boat to the fore-castle head at the time. At 5.30 a.m. I despatched a boat to Hongkong for assistance. Seeing a man-of-war I blew the steam whistle, and she sent a boat alongside.

When the Captain came on board I consulted with him as to the best means of lighting her, with the view of saving the vessel.

Having transferred the men's effects, also an injured man to the *Swift*, man-of-war, she proceeded to Hongkong to report my being on shore. After the *Swift* had left, a steam launch, with the *Swift's* Surveyor and Deck Manager, who came on board and advised the lighting of the ship. Lights and coals were at once sent by Messrs. Russell & Co. the Agents, and the lighting was in progress when H.M.S. *Swift* returned at 7 p.m. At 9 p.m. the coals struck work as water was coming into the main hold. A blue light was then burned for assistance from H.M. *Swift*, as I feared a panic among the crew. The coals were transferred to the steamship *Eden*, and the crew to H.M. *Swift*, with the exception of myself, chief officer and chief engineer, who remained on board during the night.

The following morning, although the ship had visibly settled, the chief engineer managed to keep steam on the main boilers, and at 11.45 p.m. H.M. *Swift* took our wire hawser and attempted to drag us off Flat Island, the engines working full speed astern at the same time. After about half an hour the hawser parted. A second attempt was then made with the *Swift's* wire hawser, which also parted, and it was then apparent that my ship could not be moved.

I consulted with Captain Bromley in the afternoon, and he advised me to see the underwriters.

On my return from Hongkong on the morning of the 20th, I found the ship had been despatched the previous night by order of Lloyd's Surveyor, as the vessel was considered unsafe.

The vessel herself was found to have gone down during the night, by the stern, having her bows high in the rocks.

The ship was then lost. I beg to bring before the Court that I have been four years and a half master, and no such misfortune has ever occurred before. I have always taken every care and exercised the right of seamen of long ships, and I would respectfully submit to this most honourable Court that although the ship may have been lost through the strong set of the tide, which I afterwards experienced during the time the vessel was on the rocks, I was not to be held to answer by my China Directors, yet every care was taken to prevent a mishap which has placed my professional reputation in each jeopardy.

In leaving the case in the hands of this most honourable Court, I think I may safely say that no neglect of duty can be laid to my charge, or incompetency. Everything was done to save life and property after the accident, and I hope the Court will take a lenient view of the case which has brought me into my present painful position, and acquit me of all blame with regard to the same.—J. E. Chandler, master, s.s. *Castello*.

Hongkong, 22nd March, 1885. Mr. Wilson said the Captain also wished to bring to the notice of the Court that he did not notice the change of bearings, Cape Collinson. He had no compass beside him, the compass was on the upper bridge, and he was on the lower, and therefore, he was not aware of the alteration in the bearings of the ship. It was only on discovering that he was so close to the land, that he began to look out and get away from the island. Mr. Wilson also asked the Court to allow the Captain to put in a declaration by Lieut. Leane, of H. B. M.'s ship *Swift*, which he did not before the *Swift* went away.

The President:—Has the Captain anything to say in regard to the *Swift's* bearing?—Mr. Wilson:—I have nothing further to say.

The President:—This is the end of the enquiry, and the Court cannot hear anything further after the Court is cleared.

Mr. Wilson said the Court had to do with the case, and the strong current carried the ship almost broadside on to the starboard side of the channel, and that is the reason he gives for the loss of the ship.

The President:—This is no defence, it is merely a repetition of the facts that we have already heard. When the Court proposes to deal with a certificate, it asks the Captain to make his defence. This is merely a statement of what has happened.

Mr. Wilson said the Captain's chief defence was that he was unaware of the change of bearings, Cape Collinson. He had no compass beside him, the compass was on the upper bridge, and he was on the lower, and therefore, he was not aware of the alteration in the bearings of the ship.

The President pointed out that Captain Wilson said in his statement that he was not aware of the change of bearings, Cape Collinson. He had no compass beside him, the compass was on the upper bridge, and he was on the lower, and therefore, he was not aware of the alteration in the bearings of the ship.

Mr. Wilson said the Captain should have stated his position more clearly.

The President said the Court would adjourn until to-morrow if the Captain wished a further opportunity of putting forward a defence.

Mr. Wilson said the words may have been ought to be altered to read. This alteration was decided.

The declaration made by Lieut. Leane was to the effect that when he went on board the *Castello* he saw no signs of drunkenness on the Captain or officers and men. He was almost a total abstainer himself, and he would very quickly have noticed any signs of drunkenness.

Captain Thomsett, after reading it, said:—I don't know if there was any suggestion of drunkenness in this case.

Mr. Wilson:—This was merely a precaution taken by ourselves in case anything of the kind should happen.

As Mr. Wilson stated that the Captain had nothing further to advance, the Court was again cleared.

On the opening of the Court, the President read the following finding, which was signed by all the members:—

FINDING. We find that the British steamship *Castello*, official number 77,042, of London, was stranded on Flat Island, in the Tathong Channel, near Hongkong, about 11.30 p.m. of the 16th February, 1885.

We are unable to find any reasonable cause for the stranding of this vessel. There are two lights in this channel, both of which can be distinctly seen. The master states in his defence that an unusually strong current set the vessel out of her course, and we direct that his certificate of competency, No. 94,261, be suspended for a period of six months from this date.

We think that after the stranding of the vessel, the master did all he could for the safety of the crew, ship and cargo.

Dated at Hongkong, this second day of March, 1885.

Captain Chandler was then asked by the President to hand in his certificate, which he did. He was afterwards granted a chief mate's certificate.

### THE FRENCH MINISTER'S NOTIFICATION CONCERNING RICE CARGOES.

The French Minister has handed the following letter to his Colleagues in residence at Shanghai and to the Doyen of the Consular Body:—

Le Gouvernement de la République ne fait savoir que toutes les Puissances ont été prévenues officiellement qu'à partir du 26 de ce mois le riz sera considéré et traité par le Gouvernement français comme de Chine comme contrabande de guerre. Les changements de riz seront donc passibles de saisie au même titre que les armes et les munitions. L'Administration a été invitée en conséquence à prendre des dispositions pour exercer le droit de visite sur les navires étrangers de Chine, et de saisir tout riz contrabande de guerre. Il demeure entendu qu'en dehors des articles ci-dessus spécifiés, tout autre denrée pourra être transportée librement.

Pourrait dans son désir de ménager, dans la mesure du possible, les commodes des navires, le Gouvernement de la République n'autorise à ajouter qu'il maintient, on ce qui concerne Shanghai et Wou-song, les assurances déjà données par M. Lemaire dans la lettre qu'il a adressée, le 26 Août dernier, au Doyen des Consuls, Consulats, Rues de la Consularité, sous le sceau de ces deux ports, tant que le *statu quo* n'y sera pas modifié du fait de la Chine. Cette déclaration aura-je l'espère—pour effet de dissiper les alarmes que la présence éventuelle de navires Français dans le voisinage du Yangtze pourrait susciter dans la population de Shanghai. Les bâtiments qui croiseront dans ces parages n'auront d'autre mission que de s'opposer au transport de la contrabande de guerre.

Veuillez agréer, etc.

Signé: P. FERNANDES.

Shanghai, le 23 Février, 1885.

[Translation.] The Government of the Republic informs me that all the Powers have been officially notified that from the 26th inst. rice will be considered and treated by the Government of the Republic as contraband of war. Cargoes of rice will therefore be liable to seizure in the same way as arms and munitions. Admiral Courbet has consequently been asked to make arrangements to exercise the right of search on the vessels leaving Shanghai. It is understood that with the exception of the articles above specified all other merchandise may be freely transported.

Pursuing in their desire to spare as far as possible the trade of neutrals, the Government of the Republic authorities me to add that it maintains as far as regards Shanghai and Wou-song the assurances already given by M. Lemaire in the letter which he addressed on the 26th August last to the Doyen of the Consuls. No attack therefore will be made on these two ports so long as the *statu quo* is not modified by the act of China. This declaration will have, I hope, the effect of dissipating the apprehensions to which the possible presence of French vessels in the neighbourhood of the Yangtze might give rise among the population of Shanghai. Ships cruising in these waters will have no other mission than the prevention of the transportation of contraband of war.—I am, &c.,

(Signed) FERNANDES.

Shanghai, 23rd February, 1885.

SHIPPING IN CHINA, JAPAN,  
PHILIPPINES, AND SIAM  
WATERS.

**WHAMPOA.**

<i>Passenger's Name.</i>	<i>Flag &amp; Etc.</i>	<i>Destination.</i>
Activ	Dan.	str.
Melita	Ger.	str.

**SWATOW.**

In port on February 27, 1885.

**MERCHANT STEAMERS.**

Mary Austin	British	
Kennett	British	
Kung-pai	American	
Kwangloo	American	Hongkong.
Thales	British	

AMOI.  
In port on February 24, 1865.  
MERCHANT SAILING VESSELS.  
Albatros. Ger. sch.  
Caroline Norw. bgo.

FOOCHOW.  
In port on February 23, 1865.  
MERCHANT STEAMERS.  
Atholl British  
Douglas British  
Hideyoshi Maru Japanese Kuchinotani  
Yehsin American

MERCHANT SAILING VESSELS.  
Minerva Ger. bgo. Boston  
Mirra Brit. bgo.

SHANGHAI.			
In port of February 21, 1855.			
MERCHANT STEAMERS.			
Agamemnon	British		
Albatross	British	New York.	
Antenor	British		
Bosphra	British		
Chefoo	British		
Chin-tung	American	Tientsin.	
Che Koo	British		
Chungking	British		
El Dorado	British	Chefoo, &c.	
Feilung	British		
Fung Wo	British	Hankow, &c.	
Fung-shun	American		
Fushun	American		
Fuyow	American		
Gleensair	British	London, &c.	
Glenfulas	British		

Hao-an	American	Hankow, &c.
Hue-shin	American	
Hue-t'ing	American	
Ichang	British	
Kiang-Kwan	American	
Kiang-p'iao	American	Hankow, &c.
Kiang-teen	American	
Kiang-tung	American	
Kiang-yü	American	C'foo & T'ien
K'ang-tung	American	
Kowshing	British	C'foo & T'ien
Kowshing	British	
Nagoya Maru	Japanese	Kinchinstza
Newchwang	British	
Ngankin	British	Tientsin
Pautsh	American	Tientsin
Sawu	British	
Shanghai	British	Hankow, &c.
Sin Nansin	British	
Stentor	British	
Storo Nordkian	Danish	
Surat	British	
Taku	British	
Taiwo	British	Hankow, &c.
Tientsin	British	
Tunssin	British	Ningpo
Wladivostok	Russian	Swatow
Y. C. de Vries	British	Hankow, &c.
Yungtung	British	
Yungtze	British	
Yungtze	British	Wanhsien

Long-hulk	Short-hulk	Wharves
Argos	Brit.	bg.
Batavia	Brit.	bqe.
Cannonero	Brit.	ah.
Chingthai	Chi.	bqe. Laid up
D. I. Tenney	Amer.	sh.
Hermann	Ger.	sh.
Kumazaki Maru	Japan.	bqe. For Sale
Leeyih	Brit.	bqe.
Northampton	Brit.	sh. London
Rebecca	Ger.	sch.
R. S. Bessar	Brit.	bqe.
Sea Swallow	Brit.	bqe.
Sclider	Brit.	bqe.

**YOKOHAMA.**  
In port on February 14, 1885.

Adda	Br. 3m. sch.
Alma	Amer. sch.
An. Cashman	Ger. sch.
Diana	Amer. sch.
Guam	Brit. bge.
Hans	Ger. bge.
Mary C. Bohm	Ger. sch.
Mercur	Ger. sch.
Netno	Brit. sch.
Owego	Brit. sch.
Rose	Russ. sch.
Sir W. Wallace	Brit. bge.
Scaphis	Ger. bge.
Wm. Wallace	Brit. bge.
Wand. Minestr	Brit. gc.

**MANILA.**

In port on February 5, 1885.

Belle Wooster	Amer.	sch.
Bowfold	Brit.	bq.
Osamo	Brit.	sh.
Earl Granville	Brit.	sh. New York
Erl König	Ger.	bq. Boston
Freeman	Ger.	bq.
Herradun	Amer.	bq.
Hieronimus	Ger.	bq.
H. A. A. Lichfield	Amer.	bq.
H. J. Laby	Holld.	bq.
Leucadia	Brit.	bq.
Mirzapore	Brit.	sh. San Francisco
Nyassa	Brit.	bq. Liverpool
Orquell	Brit.	bq.

Salacia	Brit.	bqe.
Sarmatian	Brit.	sh.
Stella	Ger.	bqe.

—3—

### BANGKOK.

—In port on February 14, 1886.

Advance	Siam.	bqe.
Aurea	Brit.	bqe.
Billy Simpson	Brit.	bqe.
Bua Cao	Siam.	bqe.
Burra Noorfol	Siam.	bqe.
Caroline	Siam.	sch.
Ch'ron Kamryo	Siam.	bqe.
C. Wattana	Siam.	bqe.
China	Siam.	bg. Laid up
Confucius	Siam.	sch.
Diamond City	Siam.	bqe.

Doretta	Siam.	bg.
Eng Lee	Siam.	bq.
Envey	Siam.	bq.
Falcon	Siam.	bq.
Fourchow	Siam.	bq.
Fortane	Siam.	sch.
Goliath	Siam.	bq.
Hai Cheong	Prit.	bq.
Hong Seng	Siam.	bq.
Hero	Siam.	bg.
Kim Chye Seng	Siam.	sch.
Kim Soon Hwa	Siam.	lng.
Koor-Lee	Siam.	sch.
Luise	Ger.	sth.
Lucky	Siam.	bq.
Maria	Dut.	bq.
Marie	Ger.	bq.

Queen of England	Siam.	bge.
Mercury	Siam.	bq.
Meridian	Siam.	3m. sc.
Queen of England	Siam.	sh.
Princesses Sarah	Siam.	bge.
Race Horse	Siam.	bge.
Rapid	Siam.	bq.
S. Hameed	Brit.	sch.
Siamese Crown	Siam.	sh.
Starlight	Siam.	bge.
Ta Hongkong	Siam.	sh.
Thorn Kramon	Siam.	bge.
Undine	Amer.	bge.

Printed and published by Gno. Munz,  
 BAIN, at the China Mail Office, No.  
 Wyndham Street, Hongkong.